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Official and Classified ADVERTISEMENTS

Continued from page 15

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Do you experience difficulty in obtaining spares?
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ONE RS6 KELVIN HUGHES ENGINE 150hp Factory authorised August 1975, complete with gearbox, propeller and shaft. All enquiries to: Ivan Boardley & Co. Ltd. Telephone: Ayr 82892 or Mr. L. Gibson, Dunure 249

GARDNER, Ford, BMC and other marine engines, over 50 units now rebuilt, secondhand in stock. 1,000+ at sensible prices. Send for brochure. Redditch Engineering, Braxon Mill, Nr. Alvechurch, Oxon. Steeton 362

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A large company operating modern trawlers in West African waters is looking for a shore based engineer who will be responsible for the maintenance of vessel refrigeration plant (R22, blast freezers).

The appointment will initially be for one year. Terms and conditions will be attractive and in line with the responsibility of the appointment entails.

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Box No. 173

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Applications are invited for a pensionable post in the Department of Agriculture's Fisheries Research Laboratory located at The Cutts, Coleraine, Co. Londonderry. The Laboratory is situated in an area where opportunities exist for research work both on marine and freshwater species.

The successful candidate will be in charge of the Laboratory. His duties will involve supervision of staff and the planning and management of fisheries investigations. The research programme of the Laboratory involves studies on commercial, marine and freshwater species, management procedures for angling waters and on marine pollution.

Applicants should be over 30 years of age with a first or second class honours degree in Zoology, Botany or Biology and have experience of research work in fisheries. Post-graduate academic qualifications in an appropriate research field, preferably in relation to freshwater species, would be an advantage.

Commencing salary will be related to qualifications and experience.

Please write or telephone for an application form and further details quoting reference SB 67/76/FN to Civil Service Commission, Rosspark House, Upper Newtownards Road, Belfast BT4 3NR. (Telephone Dundonald 4585 ext 304). Completed forms must be returned to arrive not later than 8th May 1976.

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Poole store urgent

AN URGENT decision on a future site for a "vital" fish merchants' store at Poole is wanted by Hampshire and Dorset fishermen.

A fear has been expressed that Poole's fishing industry could die if the store is not quickly re-built on a convenient site.

It was on Guy Fawkes night last year that Greenslades' shed, which handles most local landings, was severely damaged by fire.

Southern Sea Fisheries District Committee was told in Bournemouth that a meeting to discuss new premises was being held with planning officials after Easter.

"It is essential that Greenslades' facilities, and in particular the refrigerated store, are reconstructed in time to cope with the spring landings," said Major A. J. Parker, chief fishery officer.

Council officials had proposed that the store should be rebuilt in the fishermen's drying ground. This is not acceptable as it would require the major part of the area, he told committee members.

Major Parker thought the ideal place is the disused gas works site.

Poole council, in opposition to the Harbour Commissioners, proposed a luxury hotel and conference complex should be built there.

Planning permission had been refused by Dorset county council, but Poole council is appealing against this refusal.

"Strong financial considerations are involved," said Major Parker. "But the intrusion of a luxury hotel into a thriving commercial port area seems to be singularly inappropriate."

"It is hoped that the council will see the wisdom of switching support to the fishing industry, even though the financial rewards may be longer in arriving."

The question of Greenslades' future has also been discussed at a meeting of Poole's planning committee.

COMMENT

Industry 'banker'

FOR A STILL developing Irish fishing industry can come up with a to keep the gaping way of guaranteeing mouth of a 350-ton a day meal plant supplied is a big task.

For a fishing industry if the fish dustry that is still resources in the area reasonably buoyant, do not come up to the loss of a fish meal plant might not seem real trouble.

These are the basic forward looking problems which have fishing interests in Ireland, especially the newly-formed Producers' Organisation. Its fish meal factory on the east coast of Ireland could be an important "banker" in its future economy. Started off with such optimism seven years ago, now looks set for a system can make even dismal and unless the industrial fishing at

expanding production. Any efforts that the Irish make to keep the Salvesen plant open, could well pay off for the country's fishing economy in the future.

With the unpredictability of fish stocks, massive investment in shore-based plants is always a big risk. Ironically, on the west coast of Ireland there are big seasonal fisheries, such as in Ireland.

fishing news

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Ships in dock as owners HUNT FOR SACKED CREWMEN

TRAWLER owners at Grimsby are again having difficulty in recruiting crews only a few weeks after more than 100 fishermen lost their jobs when six distant water trawlers were laid up.

Last week Frank Robinson, chairman and managing director of middle water owners Sir Thomas Robinson & Son (Grimsby) Ltd, told *Fishing News* one of its three operational trawlers had been waiting for six deckhands since April 2. Other trawling interests at Grimsby have voiced similar experiences.

"There just aren't the men looking for jobs," a BUT runner explained. He added: "We are finding crewing quite a problem at the moment. The men seem to have disappeared."

The Department of Employment at Grimsby declined to comment on the situation, but its fish dock office appeared to be doing fairly brisk business on one day last week. However,

"You can't expect me to go back to sea when I can get this sort of money for doing nothing — and there's plenty more like me."

"Some men have left fishing and got shore jobs, I know, or gone on the rigs where the big money is," Fishing's a mug's game now."

Even good engineers are becoming scarce at Grimsby. Some trawler owners who have taken a chance with trawermen they would not normally consider for berths have, on occasion, regretted it.

One retired fisherman who

spent 40 years at sea said he didn't blame the fishermen of today for turning to other occupations.

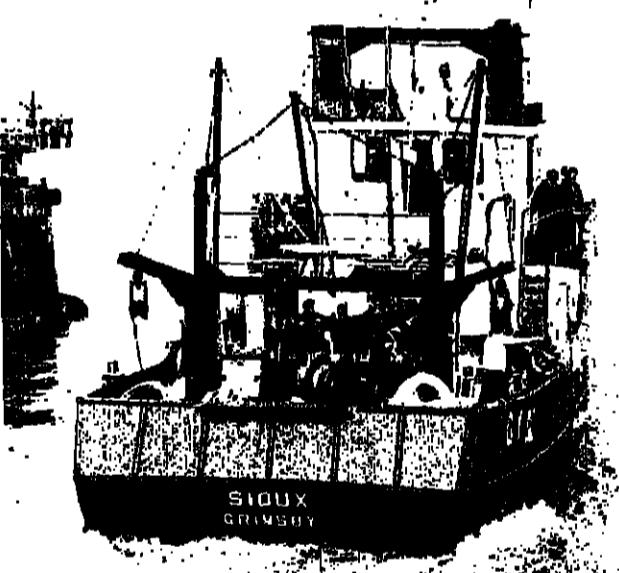
"There's no security for the average man; after all these years spent regularly working I shall get an extra pension of just 30 pence a week when I'm 65."

Only among the port's trawler officers are jobs keenly sought. Every trawler laid up or sold means two less jobs and competition is fierce.

Photo: *Fishing News*



'Sioux' on trials



'SIOUX' STARTS SHOOTING

THE HULL Gates Shipping Co. of Grimsby has begun a new venture with its new 74ft. steel-hulled multi-purpose *Sioux* which started her career off at the weekend as a fly-shooter seiner.

Command of *Sioux* has shrewdly been given to Skipper John Oliveira-Lota, who has spent the last five years at North Shields with top skipper Cliff Ellis, both in *Lindisfarne* and in his new steel vessel *Christine Nielsen*. So he has great depth of experience with fly-shooting and industrial fishing on a large scale.

Skipper Oliveira-Lota went down to Grimsby last week and was at the helm when *Sioux* went on her sea and

fishing trials on April 8. Speaking to *Fishing News* he said he was very pleased to have been offered the job and is looking forward to working *Sioux*.

He plans to adopt the same trip cycles as many of the North Shields vessels, working a 10-day stretch at sea followed by a long weekend in port.

Successful

After the trials a spokesman for agents Tom Sleight (F.S.) Ltd., told *Fishing News*: "Everything worked very well; as successfully as we could have hoped. She behaved satisfactorily all round, even though there was a good swell on once we got out of the river."

Sioux was brought to Grimsby for completion from a Scottish yard several weeks ago.

Her first trip will be for five days, as she was due to have a minor additional component fitted yesterday (Thursday).

Skipper John Oliveira-Lota aboard *Sioux*. He previously sailed with *Lindisfarne* and *Christine Nielsen* from North Shields.

April 16, 1976

Rescue attempt awards

A BRAVE attempt by two crew members of the Hull-based side trawler *Kingston Sapphire* to save the life of a sparehand last year has been recognised.

Tom Boyd Jr., president of Hull Fishing Vessel Owners Association, made presentations to mate, Trevor Penrose, and sparehand Stephen Kilvington, at Hull last week.

Each man received a Royal Humane Society testimonial on vellum and, also, an inscribed gold watch as a gift from Hull Fishing Vessel Owners Association.

Both men dived into the sea three miles off Flamborough Head on May 18 after hearing the shout "Man overboard". They swam between 150 and 200 yards

trawls is dragged along the seabed so, therefore, does not catch the sole until after it has spawned and leaves the mud to swim on the seabed.

"The Dutch method churns the mud on the seabed to depths of three feet or more, causing the soles which are spawning and the baby fish to come out of the mud and get caught. This method of fishing is lethal."

This comment came as even more Dutch vessels arrived at Fleetwood to work the Morecambe Bay grounds.

They tranship their soles to Holland for sale but, last week, around 70 kits of mixed fish was put on the local market.

Photo: *Fishing News*

Eventually they got the man into a liferaft and aborded the ship, but he died despite efforts to revive him. Mata Trevor Penrose (left) and sparehand Stephen Kilvington (right) receiving their awards from Tom Boyd Jr., president of Hull Fishing Vessel Owners Association.

Photo: *Fishing News*

"We tried to get their method of fishing banned, because it is a ruthless method that is completely against preservation."

"Unfortunately, the breeding grounds lay just outside our 12-mile limit which puts us in a hopeless position. This shows the importance of a wider limit line for the exclusive use of UK vessels."

"Nature has its own ways of preserving and the sole, when it is going to spawn, buries itself in the mud on the seabed. The conventional

method of fishing kills the sole."

She has a 495 bhp Minde-Blackstone ERSI-6MR four-stroke main engine of 36 rpm, driving a Lister CG5 c.p. propeller through a 2:51 reduction gearbox, and the same Lister HRW-3M auxiliary.

Only on the flush aft deck are there any real differences, as *Sioux* is rigged with seining shovels and rollers. She is also fitted with the Beccles No. 2 hydraulic rope cutter feeding into two rope bins at the forward end of the fishroom.

She carries 12 coils of 12-fathom 24 mm seine rope in each bin and is equipped with four "G20" seines nets.

After some minor modifications and a naming ceremony by Mrs. Freda Hegbie, wife of Sleight's marine superintendent, *Sioux* set sail with a seven-man crew on her maiden voyage last Saturday afternoon.

The spokesman added: "In 1978 the green light on the Canada wreck will be replaced by a white light which, we hope, will alleviate any fears expressed by the lifeboat authority."

Withernsea lighthouse was established at the end of the last century as an oil light and

was converted to electricity 10 years ago.

Trinity House, which will continue to maintain the lighthouse as a landmark — it stands in the centre of the town on Hull Road — estimates that its closure should be about £10,000 a year.

It is felt that ships heading for the Humber are adequately served by Spurn Point lighthouse and the Humber light vessels.

The latest fish firm at Aberdeen to cease trading is C. F. Carnegie and Co., Commercial Quay, a firm which specialised in halibut and plaice — fish which are becoming somewhat scarce these days. The firm was started in the early part of the century by the late George Carnegie.

The Ministry of Agriculture, Fisheries and Food has asked fishermen to keep a vigilant watch, reporting any pieces seen.

The weed grows at a tremendous rate and can strangle a harbour in a matter of days.

Photo: *Fishing News*

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March 12, 1976

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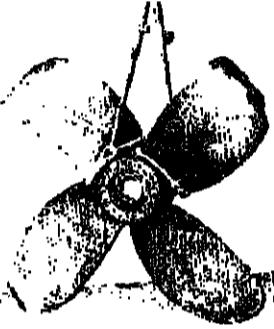
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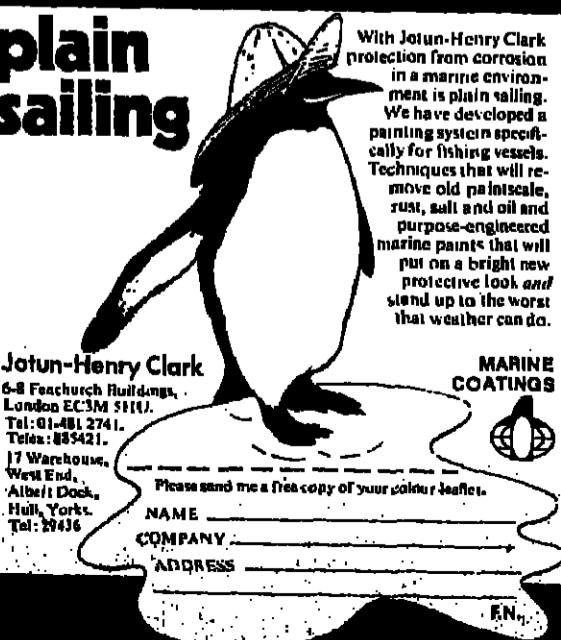
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EN.

Fuel saver on a research trawler

"I HAVE heard that the 600 hp Lister diesel installed in the University of North Wales' fisheries research trawler Prince Madog is fitted with a device which reduces fuel consumption.

"Do you know what it is, how it works and whether it can be fitted to diesels of lower horsepower?"

• Prince Madog's engine is fitted with Rivenaas Motor Cleaning apparatus — equipment which periodically injects a non-flammable, non-toxic cleaning chemical into its charge air system through a spray nozzle while it is running.

The atomised liquid is carried through the engine cooling and breaking up all internal carbon encrustations as well as other combustion-related deposits which are then discharged in the form of fine powder.

Each injection of the chemical removes a fine layer of carbon and thus ensures that the engine remains in a thermally efficient condition. In such a state it will consume a smaller amount of whatever grade of fuel is used.

It is claimed that the Rivenaas Motor Cleaning System not only reduces fuel consumption but contributes to other economies as well.

Since it removes abrasive and flammable deposits in addition to carbon, engine components last longer, the need for manual or mechanical cleaning is reduced and periods between overhauls can be extended.

Three sizes of RMC injection apparatus, each of them said to be simple to install, to use and to require little or no maintenance, are available.

The smallest consists of a portable 10 litre stainless steel pressure tank complete with all hose connection or hand pump.

A pressure gauge and preset relief valve are incorporated in the tank while a liquid outlet non-return valve is located at its base. The unit is supplied with a five metre length of pressure hose with

"MORE AND more chaps around here seem to be going in for trawl warps made of Yellow Pennant wire rope. They say they don't rust as quickly as the warps they used before."

"Do you know anything about Yellow Pennant ropes or where I can get details about them and their prices?"

• Yellow Pennant wire ropes are made by Dawson and Usher Ltd., a member of the Hawkins and Tipson Group,

John Burgess' Log



Metric cable

"TO SETTLE an argument, can you tell us what a cable's length is in metres? I say that, since 100 fathoms equals 182,880 metres, this is the metric length of a cable.

"But my son, who has been studying navigation to get a Second Hand's ticket, says it isn't. He is quite sure he is right — as usual — but he is not sure exactly what the figure is."

• A cable's length is one tenth of a nautical mile. In Latitude 48° (adopted as a convenient standard) a nautical mile is 6,080ft.

Although, in practice, the length of a cable has always been taken to be 100 fathoms; in fact it is 101.3 ft. So a direct conversion of 100 ft to metres is bound to produce the wrong answer.

Conversion

A direct conversion of 6080 ft to metres also gives an incorrect answer because the Admiralty have recently adopted a new length for the Nautical Mile of 6,076.1156 for survey work.

There are 1,852 metres in this new NM and therefore a cable's length in metres is 185.2.

It may be possible to install it in fishing vessels powered by diesels of less than 500 hp.

Marine Ventures Ltd., Maddox House, 1 Maddox Street, London W1 0LB, distributors of the equipment in the UK, would be able to tell you about this and provide any further information you may want about it.

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"MORE AND more chaps around here seem to be going in for trawl warps made of Yellow Pennant ropes, it might well pay you to ask for details of all the ropes they make for use in fishing vessels at the same time; you will doubtless need wire rope for purposes other than towing trawls in your boat sooner or later."

If you want quotations for details of Yellow Pennant ropes, it might well pay you to ask for details of all the ropes they make for use in fishing vessels at the same time; you will doubtless need wire rope for purposes other than towing trawls in your boat sooner or later."

They were developed specifically for conditions in which wire ropes tend to fail due to corrosion before they fail from fatigue.

So, when you are applying for details and prices of Yellow Pennant ropes, it might well pay you to ask for details of all the ropes they make for use in fishing vessels at the same time; you will doubtless need wire rope for purposes other than towing trawls in your boat sooner or later."

They are constructed in two ways: 6 x 7 (6/1) and 6 x 19 (12/6/1) in 12 different sizes from 8 mm diameter (1 in. circumference) to 22 mm (2½ in. circ.) and have a polypropylene (PP) core which will not rot and which will support the wire strands throughout the life of the rope.

Precisely how Yellow Pennant wire ropes are protected against corrosive influences is not a trade secret.

There must, however, be something original in the process for the ropes have been patented in Canada and the USA as well as in the UK.

• I didn't know the answer to that question when it was put, but was inclined to think that the poser of it was right.

I have, however, since made inquiries about foreshore rights and am now of the opinion that the landowner was right — even if he didn't actually own the foreshore and all or half of the bed of the creek.

Assuming that the area between low water mark and high water spring tides was Crown property, no one

would have been likely to object to the questioner mooring his boat there — provided he never trespassed on anyone's private property to get to it.

He does not have a right to moor his boat on privately owned land above high water springs even though it might occasionally be covered by water and he does not have a right to cross it to reach the boat.

He was within his rights in mooring the boat on the saltings below mean high water springs and would still have been within them if he always proceeded to and from the boat along the foreshore.

That this was impractical was obvious to the landowner.

Assuming that the area between low water mark and high water spring tides was

Crown property, no one

would have been likely to object to the questioner mooring his boat there — provided he never trespassed on anyone's private property to get to it.

They are not the only wire ropes made by Dawson and Usher. They make Blue Pennant ropes in various qualities and forms of construction for use by inshore trawlers, Blue and Red Pennant ropes for use by deep sea trawlers and purse seiners, a combined wire and natural/synthetic fibre rope among many others designed for marine use.

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about boats.

If you have any questions

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ANY QUESTIONS?

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about boats.

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Mercedes-Benz marine engines.

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'PREPARE FOR A PROTEST'

— MP
tells
Scots

Above: *Floreat's* crew, holders of the Maitland Trophy in the under 60ft class, are L. W. Duthie, Skipper W. R. Duthie, E. Watt and W. Ritchie. Right: seen with the Maitland Trophy for the over 60-footers are W. A. Buchan, A. Buchan, Skipper A. S. Buchan, J. Buchan, A. Buchan and A. Ritchie.



LETTERS

FALSE SENSE OF STABILITY

SIR. The implications of a remark by a Grimsby skipper in *Fishing News*, March 26, are worrying me. He said that, after fitting a new wheelhouse, his boat had "passed the rolling test with flying colours".

I would like to comment on rolling period tests. The time taken to roll from one side to another depends on the stability factor GM, and the beam of the vessel — strangely does not vary significantly with the degree to which she rolls. Thus, the time for a roll can be used to assess GM.

It was decided that the work required to prepare stability data for existing fishing vessels would be so great that a

Only by extensive calculations can any allowance be made for alternative loading conditions.

Thus, the test should be a very useful approximate method to decide which vessels require full calculations, thereby avoiding the considerable expense of compiling these for all boats.

To have any value at all, however, it must be done when the vessel is in her worst stability condition, which for virtually all conventional inshore and offshore craft is when they are fully laden.

The constants for the vessels concerned (about 70) are predominantly in the 0.78/0.85 range (metric units), but on individual boats may vary from 0.65 to 0.95. It is only possible to use an average figure unless full data is available, and it will be obvious that major errors can result.

A secondary, relatively slight but significant point, is that the rolling test gives an indication of the GM, which depends on the vertical centre of gravity KG and a mathematical figure KM. Without going into technicalities, KM often varies by a foot on an inshore vessel over the range of trim experienced in practice, and so a misleading GM value can be derived in certain conditions.

Thirdly, and most important, is the fact that the rolling test indicates the characteristics of the vessel only in the condition in which the test is undertaken.

We appreciate the practical problems of this, but unless this is done we fear that some skipper will be given false confidence in his vessel — with tragic results.

M. J. Napier,
The Napier Co.,
Ayrshire,
Scotland.

This letter was written prior to the article appearing last week, on the DTI's flexible approach to new safety rules. Ed.

Strike a light!

SIR, I SEE in the February 27 edition of *Fishing News* that two fishing skippers were fined £100 for entering Aberdeen with the lights at "No Entry".

If the management of the harbour is of the same standard as some years ago, they have my sympathy. And I reckon they were hard done by.

I arrived off Aberdeen in a 30ft sloop after a passage from the south with a force 7 south easterly under our tail; the forecast was that it would back north easterly and blow up to a gale.

As I doubted if we had time to round Rattray Head (we were bound for Inverness) I decided to go into Aberdeen.

The lights were against us, but we motored in cautiously and could see nothing coming out or any reason why we should not enter.

Next day, when I reported to the harbourmaster, he told me the lights were at "No Entry" due to a strike of electricians.

Surely they could have persuaded the electricians to serve such navigational aids in an official harbour of refuge, or someone else to service them.

At the least they could have switched them off. Switching lights on and off is not the electrician's monopoly, in any properly run organisation.

W. C. Robertson,
Grange Over Sands,
Cumbria.

QUOTA—'LITTLE HOPE'

IN A letter to Orkney and Shetland MP Jo Grimond, the Secretary of State for Scotland, William Ross, indicated there is little chance of an increase in the six-month 1,350 tonne herring quota allotted Shetland fishermen.

"I fully appreciate that Shetland fishermen would like to fish for a substantially greater quantity," he said. "The problem, however, stems from the special nature of the North Sea herring stock about which there is serious concern."

Museum launches lightship appeal

THE Scottish Fisheries Museum at Anstruther has been given a once only chance of buying the North Carr Lightship and needs to collect £10,000 urgently.

This vessel has guarded the northern approaches to the Firth of Forth for many years, guiding ships past the treacherous Carr Rocks.

The sole manned lightship under the control of the Commissioners of Northern Lights, she has weathered many terrible storms and saved countless lives.

With the generous help of the Royal Scottish Museum and co-operation of the Lighthouse Commissioners, the North Carr would form a splendid adjunct to the Fisheries museum at Anstruther. Already, visitors to the museum total more than 40,000 annually.

The acquisition of the lightship would also commemorate the bicentenary of one of our greatest seafarers, the Admiral of the Fleet Thomas Cochrane, 10th Earl of Dundonald (1775-1860), inventor, liberator of Chile, Peru and Brazil, and, in his time, one of the Elder Brethren of Trinity House. He had special associations with Fife.

Mr. Henderson was addressing guests at the Maitland Trophies presentation dinner held by Fraserburgh Harbour Board and allied associations at the Buchan port earlier this month. The trophies were presented to the crews of *Achieve* and *Floreat* for the best grossings by Fraserburgh boats in the up to 60ft and over 60ft classes.

After commenting on the "lack of foresight present in our government", he spoke strongly of the need for more lobbying by fishermen.

"We must make our voices heard. The Community wants open waters and it's the very countries who have destroyed their own fishing grounds by industrial fishing who are ready to come and destroy ours."

Optimism was not forthcoming from Mr. Henderson concerning re-negotiation of the Common Fisheries Policy in Brussels. "The government had given up one of our trump cards in not negotiating before the referendum," he said.

Speaking on the subject of fishery protection — a sore point with the Scottish fleet — he said: "The government spent a total of £1.3m. last year, and didn't record one case where a foreign vessel was caught inside the limits."

Although skippers are daily witnessing such violations, unfortunately only two complaints were officially reported.

Mr. Henderson emphasised that the government could not appreciate the full extent of the problem unless they had the written evidence in front of them.

It was to this end that Mr.

Henderson appealed to all

fishermen to exercise the utmost vigilance in lodging reports of all such violations.

Brettell.

£52,136 for 'Innes'

NEWINGTON'S *Hammond Innes* landed at Hull last week after a 21-day trip to the Norwegian coast and made 252,136 for 2,417 kts — including 1,104 kts of haddock.

In command of the 180ft

steam trawler was Skipper Bill

Brettell.

The turn-round occurred

primarily in the crustacea in-

dustry, on which the Fisherfolk Loan Scheme has been concentrated.

Aided by the fine summer

weather and better equipped

boats, the crustacea fishery

yielded landings in 1975 over

three times greater than in

1974 — and nearly five times

as in 1974.

The report also states that

the year was a turning point

for fish farming. Difficulties

encountered by Guernsey Sea

Farms were overcome, or

avoided, and oyster seed was

exported for the first time in

commercial quantities.

Scampi boom on at Whitby

ON THE crest of the present wave of popularity for scampi is Whitby Shellfish Company's factory above the River Esk at Whitby. It is increasing its production to 10,000lb a week and taking on extra staff as well.

At one time they had to be peeled laboriously by hand. Technology has taken over now in the form of compressed air nozzles which blast the prawn meat on to a mini conveyor belt. The meat is then frozen by a process which puts them into an accelerated state of deep freeze in just over an hour. They are then inspected and graded.

Graded scampi are offered in 1lb plastic packs as King-sized, Jumbo, Gourmet, selected and Popular (in batter). These are a good seller to caterers. Later he worked for MacFisheries and Smedley's before taking a long, hard look at the potential of Whitby, the north-east coast fishing port, as a base for a scampi project.

The little factory employs 56 women and 6 men who travel from Whitby and neighbouring villages in a contract bus.

The company buys most of its 'prawns' from Scotland, with the rest coming from England and Ireland.

Right: scampi meats being removed by compressed air at the Whitby Shellfish Co. plant. The meats are directed onto a conveyor belt and eventually are packed (below) into bags.

Mr. Mair (58), whose son Michael joined the business three years ago, is delighted with the success of the plant. The company has a van with an enormous painting of a 'prawn' on its side . . . the work of a local artist.

Donations should be sent to: North Carr Appeal, Scottish Fisheries Museum, Anstruther, Fife KY10 3AR or handed to any bank marked for "North Carr Appeal", Clydesdale Bank Account No. 608867.

The company dispatches scampi by road and rail to all parts of the country, and has also exported to Malta, Sweden and Switzerland.

Its market is expanding to caterers who find the demand for scampi is no longer just for the rich man's table.

The company began processing 'prawn' 15 years ago in a converted railway engine shed. Three years later it set up the present 9,000 sq. ft. factory at a cost of £15,000 on land

MDUFORD fishermen have enlisted the support of their local MP Robert Arlidge in their battle to get a survey carried out on the sea bed between the Isle of Wight and Poole. They fear that dredging of the sea bed in this area has ruined the fisheries.

Over a million tons of sand

have been dredged from the area to restore the eroded beach at Bournemouth. The MDUFORD Fishermen's Association is convinced that the dredging is responsible for the poor fishing.

Speaking on the subject of fishery protection — a sore point with the Scottish fleet — he said: "The government spent a total of £1.3m. last year, and didn't record one case where a foreign vessel was caught inside the limits."

Although skippers are daily witnessing such violations, unfortunately only two complaints were officially reported.

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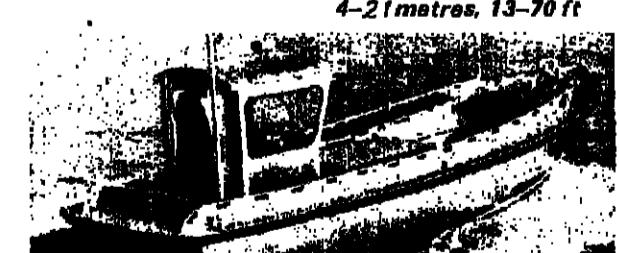
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FISHING BOAT DIVISION, QUAY

A VIGOROUS expansion programme over the past three years has put the Kilbirnie, Ayrshire, firm of W. and J. Knox among the leading net makers in the UK.

Well known for many years as a manufacturer of all kinds of synthetic nets in sheet form, the firm set up a small net mounting department about a couple of years ago to make white fish and prawn trawls for the Scottish market.

In charge of the department in ex-skipper, Andrew McCrindle, a native of Maidens, Ayrshire. With his 56ft. boat *Silver Fern*, Skipper McCrindle had worked a number of fishing methods including ring netting, seine netting and trawling. So his practical experience is invaluable in understanding the ideas of fishermen and designing nets to suit their requirements.

Knox trawls have won particular favour on the Scottish west coast and are tailor-made to suit the horsepower of the boat and the needs of the skipper.

The Knox 90, which has wing meshes of 150mm and 320 meshes around its fishing circle, is popular.

One of the most recent 520s has been made as a white fish trawl for the Girvan boat *Mayflower* (Skipper Tom Shields) and has a shorter headline and wings to allow it to be towed faster.

The company has now taken a further step forward with the purchase of the net making interests of the Port Glasgow factory of the Gourock Ropework Co. from Bridon Fibres and Plastics Ltd. This business has now been transferred to Kilbirnie.

David McGeorge, manager

MERGER FORMS A POWERFUL NET GROUP

of net rigging at Gourock for 25 years, remains with the business and is working side-by-side with ex-skipper McCrindle at Kilbirnie.

His expertise in net making, together with Mr. McCrindle's 30 years' experience as a fisherman, will inject new impetus into net making at Kilbirnie.

The merger has also com-

bined two of the four oldest registered companies in Scotland: Knox was founded in 1778 while Gourock dates back to 1736.

The Boris Net Co. Ltd., with its factories at Fleetwood and Strichen, Aberdeenshire, has also had a long association with Knox.

All the well known Boris nylon mid-water herring and sprat trawls, which are used extensively in the Scottish fleet, are made from Knox netting and twine.

In 1975 a new 3,750 sq. ft. extension was opened at the Strichen factory, and white fish trawls and the herring and sprat trawls used by the

Scottish fleet are made there under the management of Bob Mathieson.

The enlarged net making venture at Kilbirnie will be a complementary activity to the work of Boris and will give the customer a wide choice between the Boris, Knox and Gourock designs.

Knox also have premises in the Northern Irish port of Kilkeel, where it is represented by Jack Ballance, formerly skipper of the local boat *Star of Faith*. Already a large number of Gourock nets have been sold in Ireland.

Gourock has been well known for its white fish trawls and seine nets for many years. In 1958 the firm designed a wing trawl specially for use as a seine net, and its deep wings gave it a much higher opening than the traditional seine nets then in use.

It proved an immediate success and is still in wide use by seine net vessels of all horsepower.

Of relatively light construction, it is known as keen fishing nets which keeps its shape well in the water.

One of the larger and more powerful boats using a Gourock net is the 87ft. steel vessel *Sparkling Star* of Peterhead. She was built last year by the Dutch yard of K. Hakvoort for Skipper John Buchan and has a Mirlees Blackstone engine of 750 hp.

In recent years Knox has

been transferred to Kilbirnie.

David McGeorge, manager



Left: ex-skipper, Andrew McCrindle of *Silver Fern*, assisting crewmen during the trials of a Knox trawl aboard Frigate of Ayr.

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New-class steel 36-footer

A 36ft. long steel fishing boat being built on spec near Truro, Cornwall, could be the forerunner of a new class of standard boat.

The design is for a boat with a waterline length of 34 ft., breadth of 13 ft. 6 in.; and maximum draft, 5 ft. So far the keel has been laid and the frames are being built. The hull will be ready for welding in about two weeks.

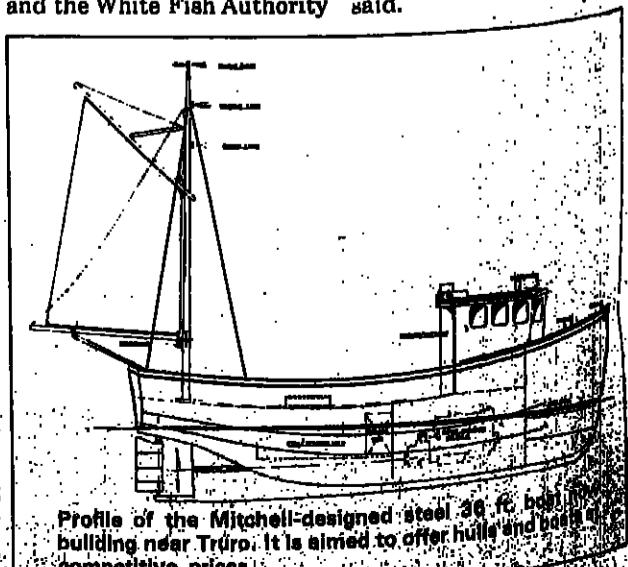
Poldice Marine of Devon, near Truro, is building the craft after delivering a number of steel tugs during the past three years. It also built a 58 ft. motor cruiser.

Brothers Bert and John Clay formed the company after working in the shipbuilding industry: one was a manager and the other a foreman.

The firm previously built a 36 ft. steel boat to a Robert Tucker design and this craft, *Kingfisher II*, has been fishing from Cornwall.

Bert Clay told *Fishing News* that with the DoT now having to survey fishing vessels, same fishermen will be prompted to buy new boats instead of soldiering on with craft which may need expensive repairs and alterations.

The firm is planning to offer a strongly built boat at a price both wood and GRP builders will not be able to match. Also, individual re-



Profile of the Mitchell-designed steel 36 ft. boat being built near Truro. It is aimed to offer hulls and beds competitive prices.

March 12, 1976

April 16, 1976



Above: Jim Wreyford works the locally-made hydraulic capstan while partner in the West Solent yard, brother Ken, enjoys a meal break between the hard work. Below: oysters on the table being readied for shooting into plastic sacks held open by an empty five-gallon drum. Right: *We Like It*, based on the Cygnus Marine GM 32 GRP hull moulded near Falmouth, Cornwall, is owned by the builders.

'WE LIKE IT'

-oyster fishing with a new GRP 32-footer



WEST Solent Boat-builders of Keyhaven, Hampshire, recently invited Fishing News out for a day's oyster dredging aboard its latest boat *We Like It* (SU 330).

She is based on a glassfibre Cygnus Marine GM 32 hull moulded in Cornwall which was fitted out in the remarkable short time of eight weeks.

The Wreyford brothers, owners of the yard, intended her for their own use so they worked long hours to get the job done by early March—in time for the start of oyster dredging in Stanswood Bay.

On Thursday, March 4, she was launched. Ann Hunt, the yard's secretary performed the ceremony and she even worked on fitting out of the boat, whenever paperwork allowed.

On Saturday, March 6, the boat was given a trial run. Dredges were made at the yard on the following day and, on the Monday, the boat started work. She returned to Lymington with one-ton of oysters.

Trimming

The local co-op, Stanswood Bay Oystermen Ltd., has a Several Order to protect the grounds from possible overfishing. There are now 40 boats in the co-op, all of which would be working the same area, so there is little room to manoeuvre on the grounds.

During this week members were working three 10-hour days on Monday, Wednesday and Friday. Tuesday and Thursdays are for the shore work, for the oysters are not trimmed up with a cullock before bagging as they would

be on an Essex boat. This is done ashore.

It was still dark when we sailed from Lymington. There was very little wind, but it was expected to increase later (and did).

We Like It measures 32 ft. x 12 ft. x 4 ft., but looks much bigger on deck because of the forward wheelhouse. Like earlier boats from the West Solent yard, she has a laid deck. The Wreyford brothers consider this to be an economy, as a plywood deck would not stand up to the wear from dredges.

Immediately abaft the wheelhouse is a small engineroom access hatch, with a low coaming and a steel cover. A removable section of deck, laid and caulked like the rest, allows the engine to be removed. With all this unobstructed space, the boat can also be used for potting.

The raised foredeck is also laid. There is no rail surrounding it, although it would be desirable.

On the starboard side is a half-ton hydraulic capstan, made locally with dredging in mind. It can be run for long periods at high speeds, being driven off the engine via a 12-gallon per minute pump.

This capstan can be

operated by the helmsman, and was initially, but later in the day, the two jobs were done by two men. The way it is used is as follows:

Abaft it, on the rail, are fastened two Tufhol blocks, and through them run the two dredge warps of synthetic rope. The crew then run through a block to either side of the stern gantry, where there is a short derrick for each dredge.

When the dredge is shot the rope ran out until it reached a knib made at a calculated

spot, which purposely jams in the block. To haul in, the rest of the rope is passed round the capstan.

The operator has to be very careful as the knot goes round the drum, but the arrangement works. However,

the man at the winch has to be on his toes all the time,

with the speed at which the two dredges are operated. Anyone new or slow at the job could soon get into a rare mess.

Heavy

The two dredges have 4 ft. blades (the maximum allowed). These are of heavy construction and are fairly conventional in shape. When one is hauled it is lifted level with the cutting table (one on each quarter) and one of the team leans over and grabs two bights of rope on it and hauls it inboard. It is landed on the table, lifted and shaken to shoot the contents out.

I thought the Essexman's spill-dredge I had used on an earlier trip in the area is definitely less work for the crew, especially over a long period. With the spill-dredge, it is hauled in and held above the table, a catch is pulled down and the contents fall on to the table. Then the catch is pushed back and the dredge is ready to shoot again. The work of emptying the dredge is done by gravity.

With two at each table the work went at lightning speed, a dredge cleared each side approximately every four minutes. If a team cleared their table first, they went across and helped the others until their own dredge came up again.

Oysters were shot into a plastic sack kept upright by being put inside an empty

five-gallon drum and the top turned over it. When full—allow to it to be tied—the bag was replaced by another. By the end of the day we had filled 35.

There was the usual rubbish—slipper limpets, old oyster shells, whelks, weed and some starfish—which had to be sorted through and pushed overboard. The crew wore rubber gloves to sweep the debris over, but here the coast east 'shed' or 'shod' would save several movements of the arms.

There were five in the crew. Work was continuous the day being broken by the occasional cup of tea and sandwich. On the way back to Lymington we had a cooked meal.

When not culling oysters I had a good look around. Like earlier boats by West Solent Boat-builders, the bulwarks have a good capping of keeling, a Malaysian hardwood, extending well downwards. The top is protected by half-round coping from the wheelhouse is also of wood, with a sliding one on the starboard side.

Dodge

Another entrance would be useful, since it was difficult to get in and out with the winchman standing at the capstan. With the dredge continuously operating, it is a job to pick the right moment to dodge round him.

Inside the wheelhouse is a Ferrograph G-1000, a sounder and a compass. A radio telephone will be added later. There is also a Calypso stove.

Accommodation, which is arranged for four, is still to be worked out. The cabin was about this had not yet been fitted out—several more to wait because of the rush ahead.

Pat O'Driscoll

get the boat ready in time. The steering is Teleflex.

The engine is a Lister of 50 hp, model HRW4-MGR, driving a 30in x 19in propeller through a 3:1 reduction. It is economical, burning about 24 gallons of fuel an hour, and will give *We Like It* a speed of about eight knots without over-revving. The fuel tank holds 120 gallons and there is a six-gallon hydraulic oil tank. The engine is mounted on 12 ft. long fir bearers, 5 in. x 12 in., glassed-over. These are keyed into the four 18mm. marine ply bulkheads.

Glassfibre boats tend to be noisy, but sound and vibration have been greatly reduced by the addition of frames at 18 in. centres inside the hull, made up over foam 4 in. x 4 in. in. in. and with 8 oz. glassfibre laid-up over them. So, it is possible to talk in normal tones inside the wheelhouse.

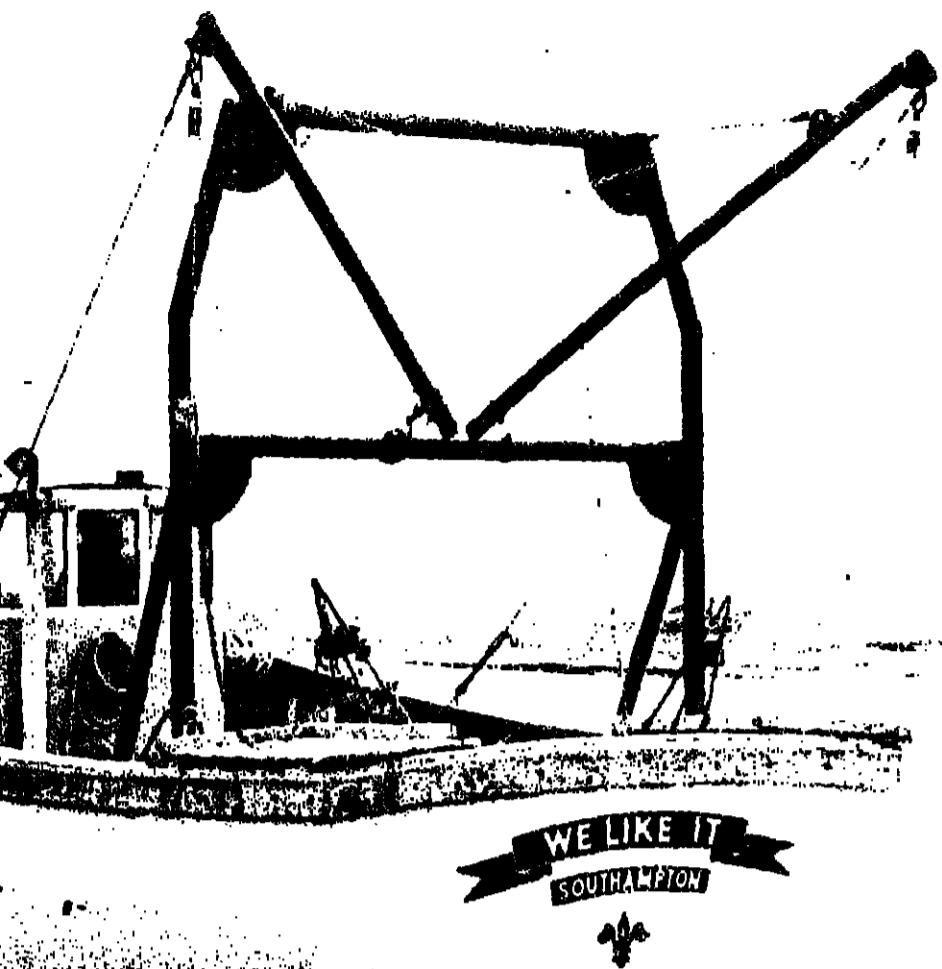
In the engineroom is a Jabsco 1 in. clutched pump for deck-wash and bilge pump, also for the Bowman unit which cools the capstan's hydraulic oil. The stern gear is lubricated with water fed through a cutless bearing on either end of the shaft, the water being drawn from the engine outlet (a feature of previous craft from this yard). This reduces maintenance—it is only necessary to tighten the graphited gland packing once a week and this is particularly valuable when trawling in shallow, sandy water.

Facts gathered over 60-year period show that the diving really got under way, normal annual harvest of catches on shore halved.

Catches continued to decline and by 1973, when the total ban was imposed, they were virtually nil.

Pointing a finger at the island's Sea Fisheries Committee, the report says: "The authorities must resist reducing our ormer stocks still further. They must not yield to the temptation of allowing even licensed diving for ormers."

The shoragatherers' report will be studied by the SFC which will soon be drawing up



Above: *We Like It* is fitted with a substantial stern gantry. Below: one of the dredges being landed on the table while oyster fishing in the Solent.

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ORMER DIVING BAN 'A MUST'

IN A REPORT on the Guernsey ormer or abalone, the Guernsey Shoragatherers Association (a body of dedicated conservationists) warn that the pathetic shoreline harvests of the last few years before the three-year ban on gathering was imposed in 1973

a policy document on the future of ormering when the ban is due to end in December this year.

The SFC has carried out its own investigation with the help of the Marine Biological Association, whose marine biologists carry out regular surveys around the island.

However, it is clear that GSGA would like to see an end to all forms of diving for ormers. The association believe that if only those ormers measuring 8cm and over are taken on the shore to just beyond ELWS, there would never be a scarcity.

Unlike the SFC investigators, the shoragatherers believe that the littoral zone is re-stocked by ormers from outlying reefs where diving has been permitted in the past.

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FOR SALE BY PRIVATE BARGAIN
M.B. "FEAR NOT" PD.81.

Built of wood by Richard Irvin & Sons, Peterhead in 1958. Overall length 74.9ft., registered 67.9ft., depth 8ft., breadth 19.8ft., tonnage 48 tons.

Gardner engine 200hp 8L3 B installed new in 1965. Auxiliary engine 2Bhp Lister installed new 1965. 3in. Decca R/T echo sounder, compass, radio, depth sounder, wind instrument, 200w sonar, 200w sonder from man RPD. Radar, A.T.C. Alaris radio telephone, deck wash, Nestral compass, Plastec cuddy with oven, stainless steel sink and marine W.C.

EQUIPMENT OWNED: Kelvin Hughes MS.29 echometer, Decca 202 radar, Elac Fishloupe, two 10 min. sonars. EQUIPMENT HIRED: Decca Mark 12 Navigator, Decca trawl plotter, Sailor SS.R/T, Sailor VHF.

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This very well equipped boat is in excellent condition and economical to run. Located in Anglesey, North Wales. Tel: 01248 8323. Rebuilt by Prots main agents with new lines, pistons, etc. She has a very large working area and a cruising speed in excess of 10 knots. Very reasonable price. Contact Jack Paton, Craggaunow, Isle of Jura, Argyle, Scotland. Telephone: Jura 342.

FISHING THRAWLER HULL
For sale, lying at Dun Laoghaire, fine
5000' square. Telephone: Dublin
730005.

"GIRL MARY", 10ft. x 13ft. 4in.
x 5ft. 3in. Built 1962. Built by
Trotter rigged for trawling, fitted with
Gardner new 1968 with radio, life raft,
new oil stove, prop just been reconditioned,
offers £5,000. DNO. Telephone: Fleetwood 5023.

NEW 31ft. x 11ft. fishing angling
boat, carvel construction, 15in. frock
planking, oak frames and hardwood
ribs, raised foredeck, mahogany
cabin, deck and cabin roof nylon
sheeted. Inode, deck, oak on
bottom, lined with vinyl. 150hp
complete engineering, fuel
tanks, steering and controls installed.
Tiller and other fittings installed as
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finish and specification, completion
April. All details and inspection on
order. For sale, contact Cavers, House
and Locks Ltd., Glyn Industrial
Estate, Weymouth, Dorset, Tel:
71357, evening 71810.

60ft. x 10ft. x 6ft. Scottish MPV.
15chp Gardner, radar, sounder, R/T,
graceful lines, would make good con-
version, at present fishing. Further
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THAWLER 14ft. x 13ft. x 6ft.
transom stern, built 1959, 5000' square.
rev engine three years old, wind 24
side, all in good condition. £3,500.
Telephone: Faversham 2311.

FOR SALE BY PRIVATE BARGAIN
M.B. "ROWLAND" LT.803.

Trawler 69ft. x 18ft. 8in. x 11ft., recently
fitted new in 1973, three gallons
oil tank, 200w sonder and
auxiliary equipment enclosed in cabin forward.
Semi-display: £5.00 s.c.i. Six or more insertions at £4.50.

All adverts under 7 insertions MUST BE PREPAID.
Telephone by noon MONDAY or write:

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